D (DRIVEWAY WIDTH)	RESIDENTIAL	MULTI–FAMILY LIGHT COMMERCIAL △4	HEAVY COMMERCIAL AND INDUSTRIAL △5
	12' MIN. △7	14' MIN. (ONE–WAY)	16' MIN. (ONE–WAY)
	30' MAX.	24' MIN. (TWO–WAY)	30' MIN. (TWO–WAY)
		36' MAX.	54' MAX. (HEAVY TRUCK)

NOTES:

△1 COMMERCIAL COLLECTOR – 50' } REQUIRED OUTSIDE THE DOWNTOWN PARKING
MINOR ARTERIAL – 150' } DISTRICT. VARIANCE REQUIRED WHEN THIS
MAJOR ARTERIAL – 235' } STANDARD CANNOT BE MET.

DOWNTOWN PARKING DISTRICT TO BE APPROVED BY THE CITY ENGINEER.

△2 SEE STANDARD DETAIL DRAWING NO. R–114 (312) FOR TAPER LENGTH.

△3 5' MINIMUM SPACE NOT REQUIRED ON SHARED DRIVEWAYS. WHEN THIS DIMENSION BETWEEN ADJACENT DRIVEWAYS IS LESS THAN 10', SUCH AS WITH CUL–DE–SAC CONFIGURATIONS, THE CURB SHALL BE DEPRESSED BETWEEN THE DRIVEWAYS.

△4 INCLUDES MULTI–RESIDENTIAL WITH 3 UNITS OR GREATER, OFFICE BUILDINGS, AND OTHER COMMERCIAL BUILDINGS.

△5 INCLUDES DRIVE–IN ESTABLISHMENTS, FACTORIES, SERVICE STATIONS, WAREHOUSES AND DISTRIBUTION, MANUFACTURING AND INDUSTRIAL.

6. ANY DEVIATION FROM THESE DIMENSIONS MUST BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER.

△7 THE WIDTH OF THE DEPRESSED CURB SECTION OF THE DRIVEWAY IS TO MATCH THE WIDTH OF THE LARGEST GARAGE OPENING OR THE OPENING THAT FACES THE STREET.

8. WHENEVER POSSIBLE, DRIVEWAYS ARE TO CONNECT PERPENDICULAR TO THE STREET CENTERLINE. ON CUL–DE–SACS, CURVED STREETS, ETC., WHERE THIS REQUIREMENT MAY NOT BE POSSIBLE, ANY DIFFERENT DRIVEWAY INTERSECTION GEOMETRY WITH THE STREET SHALL BE APPROVED BY THE CITY ENGINEER.

9. ADDITIONAL DRIVEWAY APRON WIDTH MAY BE ALLOWED TO THE PROPERTY LINE SIDE OF THE NORMAL DRIVEWAY LOCATION TO ACCOMMODATE LARGE VEHICLE ACCESS, ACCESS TO THE REAR OR SIDE YARD, ETC., BUT ONLY AS APPROVED BY THE CITY ENGINEER.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION	RENO
1	NOTES 3,7,8,9	01/04	DRIVEWAY GEOMETRICS	DRAWING NO.	R–115A (312)
				DATE 08/00	PAGE 136
APPROVED BY : G.S.		01/04			